SHRI MURLIDHAR CHANDRAKANT BHANDARE : I am speaking for myself. I am for breaking the nexus between the criminals and those in high positions. There can be no mistake about that. May I ask you only one question if Mr. Kamal Morarka keeps quiet ?

SHRI KAMAL MORARKA : I will keep quiet, but I am not going to be instructed by you.

MR. CHAIRMAN : Please ask your question. The hole problem would be solved if you put your question.

SHRI MURLIDHAR CHANDRAKANT BHANDARE : I wish they come out with a White Paper with the details. We will deal with it.

SHRI KAMAL MORARKA : You bring out a White Paper giving the details of the black deeds of your Government.

SHRI MURLIDHAR CHANDRAKANT BHANDARE : I am sorry for the interruption. But I speak for the confidence of the nation. I don't like that a mafia don like Dawood Ibrahim can go on staying outside India. But forgetting that, I just want to ask the hon. Home Minister as to what steps he is taking to confiscate and seize his properties and what action is being taken against his key aides who are in the country.

SHRI P. M. SAYEED : Mr. Chairman, Sir, those key associates have already been taken into custody.

SHRI MURLIDHAR CHANDRAKANT BHANDARE : How many ?

SHRI P. M. SAYEED : In all, 89 persons are there and all those people who were responsible for the landing operations, transport and distribution of explosives to different parts have been taken into custody.

SHRI MURLIDHAR CHANDRAKANT BHANDARE : What about their properties ?

SHRI P. M. SAYEED : Of course, we will seize the properties after proper enquiry is initiated.

SHRI MURLIDHAR CHANDRAKANT BHANDARE : What about benami properties ?

SHRI P. M. SAYEED : We will take care of that also. We will not leave anything.

SHRI S. B. CHAVAN : Sir, the property will have to be attached first and it is only after conviction that you can forfeit the property of a person. Before that, the police can merely attach the property and see that it is not being transferred to any other persons.

Increasing rail fractures

*42. SHRI MENTAY PADMANABHAM : Will the Minister of RAILWAYS be pleased to state :

(a) whether it is a fact that increasing number of "rail fractures" are occurring, leading to accidents and delays;

(b) what are the causes of "rail fractures";

(c) wether the increasing number of "rail fractures" are due to purchase and use of sub-standard rail tracks; and

(d) the steps being taken to reduce such accidents ?

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI K. C. LENKA) : (a) to (d) A statement is laid on the table of the Sabha.

(a) No, Sir. The figures for the last three years are given as under :—

1990-91	5713
1991-92	4217
1992-93	3710

(b) The causes of rail fractures are broadly classified as under :—

(i) Failure due to flaws in the rail metal.

(ii) Fatigue failure due to rails being very old and having lived their life but not replaced due to financial constraints.

(iii) Impact failures.

(c) No, Sir. Rails are being procured as per specifications and laid down procedures.

(d) The following steps are being taken to reduce accidents due to rail fractures:—

(i) Regular Ultrasonic Flaw Detection of rails.

(ii) Planned track renewals within available funds giving priority to fracture prone lengths.

(iii) Regular and timely visual examination of rails to detect the cracks before these could result in fractures.

In addition, as a preventive measure, special track patrolling is carried out in fracture prone stretches to detect fracture and to ensure safety on such lengths.

SHRI MENTAY PADMANABHAM : Sir, I have gone through the answer. It is not at all comprehensive. Part (a) of the question is whether it is a fact that the number of rail fractures is increasing leading to accidents and delays. The answer given by the honourable Minister is that he has given the occurrence of rail fractures, year-wise from 1991 to 1993. He has not indicated how many accident are due to these fractures. Therefore, I would like to know from the Minister whether the Railway Board has identified this fracture of tracks as one of the reasons for the increasing number of accidents during the last three or four years. Even in the Annual Report of the Ministry of Railways nowhere has it been identified as one of the reasons for accidents. Most of the people who have been working in the Railways, informed sources, have been telling us that most of these accidents are due to track fractures and the reason for these track fractures is the inferior quality of rails and sleepers. I am no going into the question of sleepers because it is a very sensitive subject. Procurement of sleepers and rails which are of inferior quality is the major reason for these fractures. Therefore, I would like to know from the honourable Minister how many accidents during this period are due to track fractures.

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SHRI K. C. LENKA : Sir, all the accidents in the Railways are identified. It is not a fact that due to the fractures the accidents are increasing. I am giving some information to this House.

The number of rail accidents on account of rail fractures has decreased from 34 in 1991 to 24 in 1992. For 1992-93, the initial figure has been given as 27. But we are expecting it to be lower.

His other question is regarding supply of rails. There is no compromise on quality of the rails and the rails are being supplied by our Bhilai Steel Plant. They are supplied by the Bhilai Steel Plant which is a public sector undertaking. All supplies are made according to the specifications and standards and I can tell the House that there will be no compromise so far as quality is concerned.

SHRI MENTAY PADMANABHAM : What about the sleepers ?

SHRI K. C. LENKA : Sir, this question does not come under this. There is the Directorate-General of Supplies and Disposals under the Ministry of Supply. After certification by this agency, the materials are received by the Railways. So there is no compromise and there is no question of accepting substandard materials by the Railways.

MR. CHAIRMAN : You now put your second supplementary.

SHRI MENTAY PADMANABHAM : Sir, Part d(ii) of the answer says :

> "Planned track renewals within available funds giving priority to fracture-prone lengths." I would like to ask him what the percentage of this type of fracture prone track length of the total length of the railway track is and also what its percentage is in the South-Central Railway because during the recent period the number of accidents in the South-Central Railway has increased. Therefore, I would like to know whether this percentage exceeds in the South-Central Railway in comparison with the other Railways.

SHRI K. C. LENKA : For the information of the House, Sir, I would like to say that the intensity of utilization of the track during the last thirty years has increased a lot and during this period, the passenger traffic has increased by 250 per cent and the freight traffic by about 330 per cent while the route length has increased only by 15 per cent.

So, naturally the intensity of utilisation of railway lines has increased manifold. So, we will find out the fractures. But...

SHRI MENTAY PADMANABHAM : Sir, my question arises out of the answer given by the Minister. I wanted to know the fracture-prone length of the railway in the total length of the railway. And secondly, now much in the South Central Railway ?

SHRI K. C. LENKA : Sir, I am giving the total picture.

MR. CHAIRMAN : You give the specific thing. Otherwise he...

SHRI K. C. LENKA : Definitely this is a general question, Sir, and he is asking specifically about the South-Central Railway. As to how much fracture-prone line is there in the South-Central Railway, that figure is not with me, Sir. I am giving the total picture of the country.

MR. CHAIRMAN : Then you send the information later to the Member.

SHRI MENTAY PADMANABHAM : Sir, I seek your protection. The main question is with regard to the fracture-prone lines. The Minister says that he has no information about the South-Central Railway. How could the Minister answer like this ? It is ridiculous.

MR. CHAIRMAN : He gives the overall answer...

(*Interruptions*)

SHRI MENTAY PADMANABHAM : Sir, they are taking everything casually. This is not correct.

SHRI K. C. LENKA : Sir, I am coming to this. So far as the fracture-prone line in the South Central Railway is concerned, the exact figure is not with me. But I have got the figure for the total country of the track renewals. So, I want to explain that to the House.

Sir, the Indian Railways are faced with a massive backlog of about 19,500 KMs of overdue track renewals at the commencement of the Seventh Five Year Plan. At the end of the Seventh Five Year Plan, it was reduced to 12,000 KMs and during two inter-plan periods, again it has been reduced to 9,600 KMs. And the average track renewals carried out during the seventh years is 3,800 KMs per year.

(*Interruptions*)

SHRI K. C. LENKA : To come to zero..

(*Interruptions*)

SHRI DIGVIJAY SINGH : He wanted a specific answer (*Interruptions*)

SHRI K. C. LENKA : Sir, my point is that the outlays which have been provided to us for renewal are insufficient, and we are not able to complete the renewals of the tracks within the scheduled time. So, we have planned to complete these track renewals within the Eighth Five Year Plan if the funds are made available to us.

श्री गया सिंह : सभापति महोदय, चूंकि इस सवाल से ज्यादा लोग इंटररेस्टेड नहीं हैं, मैं सिर्फ यह जानना चाहता हूं... (व्यवधान)

MR. CHAIRMAN : Instead of conversation, please ask your question.

श्री गया सिंह : अभी मंत्री जी ने कहा कि रेल तो हम पब्लिक सेक्टर से ले रहे हैं भिलाई और दुर्गापुर से, टाटा से भी लेते हैं लेकिन रेल के अलावा जो पटरी है वह आप निजी क्षेत्र से लेते हैं और हाल के दिनों में पहले लकड़ी का इस्तेमाल करते थे अब सीमेंट का इस्तेमाल कर रहे हैं। उसमें हम आपसे यह कहना चाहते हैं कि आप जो

पटरियों में ज्यादा लोड्स हो रहे हैं उसमें सीमेंट का ठीक से लेबोरेट्री टेस्ट नहीं होना है उसके चलते आज ये दुर्घटनाएं हो रही हैं। दूसरा आप यह बताने की कृपा करें कि आपका यह ख्याल है कि निजीकरण करते करते पूरी रेलवे का ही निजीकरण कर देंगे।

SHRI K. C. LENKA : Sir, we will enquire into this matter.

MR. CHAIRMAN : You have something more to add ?

THE MINISTER OF RAILWAYS (SHRI C. K. JAFFER SHARIEF) : Sir, there is no question of any privatisation. The Railways is a public sector organisation. For its requirements, it purchases both from the public sector and the private sector.

SHRI V. NARAYANASAMY : Railways in the western countries are running at 400 kilometeres per hour efficiently because of the upgradation of their technology and improvement in the materials used in the manufacture of rails. The hon. Minister, while giving his reply, says that the track failure is due to very old rails which have already outlived their life. He further says—and the Railway Ministers at various times have been saying—that there are financial constraints and therefore we are not able to either renew the old tracks or bring in new lines. That is the stock reply. The Railway Minister last time had announced that an amount of Rs. 6000 crores has been allocated for renewal of railway lines and also for laying new lines and for gauge conversions. I would like to know from the hon. Railway Minister whether priority is given for replacement of fractured rails at the time of renewing the railway lines so that accidents and accident-prone areas can be taken care of on priority.

SHRI C. K. JAFFER SHARIEF : Renewal and replacement is a continuous process. I must inform the House, as I said during my budget speech also, we have not compromise on this and whatever allocations are made, we use it for replacement and renewal and that priority continues. Even the gauge conversion is a programme which is also helping in renewal and replacement of the rails. The objective of the Government is to complete all renewals and replacements by the end of the Eighth Plan.

SHRI V. NARAYANASAMY : Are you giving priority to it ?

SHRI C. K. JAFFER SHARIEF : Yes.

श्री जगदीश प्रसाद माथुर : आपने दो तरह से बताया है, एक रेग्युलर अल्ट्रासानिक फ्लाडिटेक्शन और दूसरा बताया है, रेग्युलर टाइम्ली विज्युअल एग्जामिनेशन। इसका मतलब यह है कि रेग्युलर अल्ट्रासानिक फ्लाडिटेक्शन और हर जगह मौजूद नहीं है।

तो मैं यह जानना चाहूंगा कि यह कौन से एरियाज हैं जहां पर अल्ट्रासानिक फ्लाडिटेक्शन अभी तक किया नहीं है और क्यों नहीं किया है।

दूसरा इसके साथ ही जुड़ा हुआ है। जो पर्मानेंट वे इंस्पेक्टर्ज होते हैं, उनका मुख्यतः यह काम है, पी. डब्ल्यु. आई. जे. का या इंजीनियर्स का काम है। तो जहां-जहां यह फेल्योर उनका हुआ है, वहां कितने पी. डब्ल्यु. आई. जे. के, इंजीनियर्स के खिलाफ कोई कार्यवाही की गई है ?

SHRI C. K. JAFFER SHARIEF : I do not have ready information but it is one of the aspects which the PWIs and engineers concerned in the zone or the division or the area do keep in mind while making visual inspection. So far as the equipment is concerned particularly in the accident-prone areas, these equipments are used in such areas. This cannot be used all over the country because the size, the length and the breadth of the country is such that we cannot procure so much equipment for this purpose.

DR. SHRIKANT RAMCHANDRA JICHKAR : Sir, the reply given by the hon. Minister seems be self-contradictory because he has said that one of the causes of rail fractures is failure due to flaws in the rail metal. Further he says that these rails are procured as per specifications.

Now, the very fact that failure is due to flaws in the rail metal means that the rails are not procured as per specifications. It seems there is a case for serious investigation. Would the hon. Minister direct some highlevel investigation into these procurements ?

SHRI C. K. JAFFER SHARIEF : The specifications are with regard to quality, weight and other things. If there are certain flaws in the material used for manufacturing rails, we will find out. Generally, we take it up with the manufacturers and we do have investigation agencies which go into these aspects.

MR. CHAIRMAN : Next question.

Kidnapping in Delhi

*43. SHRI MOHINDER SINGH LATHER :

Will the Minister of HOME AFFAIRS be pleased to state :

(a) whether it is a fact that cases of kidnappings in Delhi has shown a rise;

(b) if so, what is the comparative percentage of kidnapping cases in the city during 1991-92 over the previous three years;

(c) the major causes identified by the police for rise in kidnappings cases, the number of kidnapping cases solved in 1991-92; and

(d) how does the police department proposed to solve the rising trend of kidnapping cases in the city ?

THE MINISTER OF STATE IN THE MINISTRY OF HOME AFFAIRS (SHRI P. M. SAYEED) (a) to (d) : A statement is laid on the Table of the House.

Statement

Comparative increase/decrease in kidnapping cases registered in Delhi during 1992 as compared to the preceding three years in as follow :—

Year	Kidnapping cases registered	Number of cases in which no offence was made out	% increase/decrease over number of cases registered in the preceding year
1992	723	264	+ 10.55%
1991	654	304	+ 0.15%
1990	653	318	+ 1.39%
1989	644	321	—

According to the Delhi Police kidnapping case generally relatable to elopments, runaway children, and personal enmity. Of the 654 cases reported in 1991, no offence was made out in 304 cases. Of the remaining 350 cases, 226 cases were solved by the police.

To check he crime of kidnapping, kidnappers and other criminals having previous history are kept under surveillance. Intelligence gathering machinery has also been geared up. Motorcyle patrolling as well as Police Control Room surveillance have been intensified. In addition to the existing Squad for investigating kidnapping cases, a Special Cell has been set up in the Crime Branch for dealing with cases of kidnapping for ransom.